

ROOSEVELT DENIES LEGION URGED WOOD

Says It Quashed Plan for Straw Vote on 1920 Candidates.

PROHIBITION IGNORED

With Major Wickersham De- clares New Body Is Non- Political.

A straw vote was not taken for possible Presidential nominees, nor was prohibition officially before the caucus of the American Legion. Lieut. Col. Theodore Roosevelt said yesterday after-noon, thus he contradicted the report that Gen. Wood was the favorite soldier candidate and that the soldiers want light wines and beer, as a returning delegate had asserted in an interview.

"I've no doubt that the New York delegation favors light wines and beer," Col. Roosevelt said, "because this delegation expressed themselves thus. But it was a delegation meeting, separate and apart from the caucus, and had nothing whatsoever to do with the convention's proceedings any more than if it had been held in New York city."

A certain gentleman, who violated the ethics of the Legion, in falsifying the actual facts. There was no poll taken, though a St. Louis newspaper sent the blank to the Legion. A member of the Legion, who was not a blank was filled out.

"There were two big things that stood out in the caucus. These were the unanimous rejection of the prohibition amendment and the unanimous rejection of any proposal that would give soldiers increased pay. Of course they will take their \$10 bonus that the Government is already giving, but they do not want any more."

No Sectionalism Shown.

"We, you see, the American Legion is not for the soldier, but for the country. The soldier is putting himself aside, as far as personal benefits go. He is for the country. There were wonderful types of Americanism exhibited at the caucus. The American Legion is a man with a force with his healthy body, his healthy mind, and above all, his love for America."

"There was a lack of sectionalism throughout the caucus. All persons of the country represented—and they all were pulled together for harmonious cooperation and they got it."

"As you know, we went on record as being non-political. The Legion will meet in Minneapolis November 10, 11 and 12 to make its organization permanent."

There were considerable comments among the returning members of the Legion upon Col. Roosevelt's stand against being nominated for any office in the Legion. Some of those on the train pointed to his action in repeatedly turning down the chairmanship when it was thrust upon him as an indication of good faith in his attempt to keep the Legion free of politics, for some of his critics have said that he intended using the Legion to further his political ambitions.

"We shall have policies, but not politics," said a former sailor. The Legion has a membership of about 400,000 fighting men, each of whom is determined to keep the Legion free of politics or partisanship."

Major C. W. Wickersham, chairman of the New York State delegation, made substantially the same statement as Col. Roosevelt, denying the veracity of the straw vote and the prohibition stories.

Hoffman Nickerson, formerly a member of the State Legislature and a Captain who served with the A. E. F., who also was a member of the State delegation to St. Louis, issued a statement in denial, too.

Nickerson Also Makes Denial.

It reads in part: "If the author of the statement on Wood for President had remained for the last day of the convention he would have seen the caucus reject by a unanimous vote an attempt made by one of the St. Louis papers to put the caucus on record for a Presidential candidate by means of the issue of printed forms for a straw ballot. Without a dissenting voice the caucus endorsed the sentiment of its chairman that any such expression of preference was entirely improper and foreign to the purpose for which it was called together. The statement made is therefore misleading."

Capt. Nickerson made the same explanation regarding the prohibition story as did Col. Roosevelt and Major Wickersham, both of whom jointly issued a subsequent statement late last night deploring the unfortunate circumstance of political atmosphere being injected into the Legion's meeting. It reads:

"It is particularly unfortunate that any aspect of political favor should be given to the American Legion meeting, which was essentially non-political and non-partisan. This was evidenced again and again, not only by the rebuke addressed to the St. Louis newspaper for trying to obtain a straw vote on Presidential candidates but also by the unanimous action of the entire caucus, which consisted of more than 1,100 delegates."

"It was evidenced in voting that no post of the American Legion should have the name of a living man and in its resolutions condemning Bolshevism; in demanding the deportation of aliens who escaped military service by withdrawing their first papers; in demanding an investigation of the pardoning of conscientious objectors and the giving to them of honorable discharges and full pay; as well as its action in unanimously voting against a resolution requesting the payment of additional sums to discharged soldiers."

"The unanimous sentiment of the delegates that met at St. Louis was in favor of straight, clean cut, 100 per cent. Americanism and was most strongly against political influence. It was not a political or partisan meeting, but a meeting of Americans united to better the conditions of the associations formed in the war in which they fought and the spirit of service and loyalty to the United States which carried them through to victory."

The statements made in the papers this (Monday) morning were not authorized by the New York delegation and must be considered therefore as statements of an individual and not of the American Legion.

BAD WEATHER HOLDS UP NC-4.

Crew Anxious to Start Flight to Rejoin Towers' Squadron.

CHATHAM, Mass., May 12.—High winds and rough seas continued to hold the naval seaplane NC-4 here to-day, despite the eagerness of her captain, Lieutenant Commander A. C. Read, and the members of her crew to rejoin their comrades at Trepassy Bay.

The engine trouble which caused the NC-4 to land and put into Chatham on the flight from Rockaway to Halifax has been entirely eliminated. The future by the installation of two new motors and the overhauling of the other two. Nothing now holds the plane but the bad weather which is here to-day. It is the hope of all on board the NC-4 to reach Trepassy Bay before the NC-3 and the NC-1 start for the Azores.

SEAPLANES READY FOR TRIP TO AZORES

Continued from First Page.

COMMANDER'S BELIEF THAT HE COULD BEAR A GREATER LOAD.

commander's belief that he could bear a greater load. It is said that the amount of gasoline burned in the two flights up the American coast has convinced Commander Towers that a little more fuel aboard would be a wise precaution.

The principal reason for this big consumption of gasoline was the amount used in fighting the way against head winds on approaching the Newfoundland coast. The pilots are said to have had no easy time in making land against the gusty wind, and are now very distrustful of the winds about the Newfoundland coast, which must be passed before the steadier air currents of lower latitudes are reached.

Some failures, the correspondents have been warned, will probably be met in the attempts to get off the water with the overboard. These failures to take the air must not be viewed as serious, as the reason the tests are being made is to determine the greatest possible load which can be carried, and not whether the planes can carry enough gasoline to bear them to the Azores.

Even after the water is left—the most difficult part of the task with a heavy load—it may be found that the planes do not ride the air with sufficient buoyancy to make the extra weight of gasoline pay for carrying it. In this case the planes will return and get rid of the overboard before leaving the coast.

Valuable Information Gained.

Valuable information concerning wind currents, gusts, conditions of the sea, etc., is said to have been gained by the two seaplanes in their flight near Newfoundland. Commander Towers is said to have made successful experiments on the voyage with apparatus put in use for the first time to ascertain the drift of the flying machines in the winds they were facing or crossing. This Sun correspondent has learned that the experiments have demonstrated the practicality of the invention, which, it is said, will be of great value in general use on airplanes hereafter.

Commander Towers is maintaining absolute silence about this and other matters, including the time for resuming the flight. He has said, however, that he would like to have the NC-4 reach Newfoundland and join the formation again so that all three might start, thus giving three instead of two chances to make the trip without a stop. He does not intend, however, to wait for favorable weather is reported along the route. Ideal conditions are rare in and around the North Atlantic, as the British fliers, Hawker and Raynham, have discovered in their six weeks of watchful waiting.

Some thought they are of their machines, the members of the two crews, in discussing their chances of making the Azores without a landing, frankly admit that all depend upon the good weather. With an even break in the meteorological line, they say, the trip is easy, but with bad weather anything may happen. Precious gasoline may be wasted in combatting head winds or drifting winds, rainstorms may splinter their propellers, damage their instruments, or hide the sun when it is needed to check up their bearings—a thousand and one troubles may come with a spell of bad weather.

Voyagers Eager to Sail.

"If it gets really bad we are done," said one of the daring voyagers. "We can't come down and leave to a sailing ship. We can't run before the wind like a sailing ship. We are in high spirits and eager to go, but of course we can't go ahead and predict a successful success when we know just what we're up against."

The American naval aviators, while acknowledging and admiring openly the courage of the British airmen in taking a sporting chance on a plane with one engine, do not believe it possible that they will reach the other side. They regard the Handley-Page venture more favorably, as Col. Porte's machine is a multi-engine craft which can land on water.

A vigorous defence of Liberty motors, with which the American seaplanes are equipped, is made by the Americans when informed that the British aviators express doubt concerning their reliability. They reply that the manner in which the Liberty motors have come through the 1,600 miles of flying in the first two stages of the flight satisfy them that they will continue to make good to the end of the voyage.

C-5 TO CROSS OCEAN
IF TRIAL IS SUCCESS

Depends on Behavior on Trip to Newfoundland.

WASHINGTON, May 12.—If the navy dirigible C-5 shows up well on a trial flight she is to make from Montauk, L. I., to Newfoundland she will try the transatlantic leap. This has been rumored before, but to-night the Navy Department virtually confirmed the report.

The C-5 was not designed for such long distance flights as the transoceanic voyage, but can carry a crew of six and enough gasoline for her two motors for 1,600 miles. Thus theoretically the flight is possible, but whether practical considerations, such as weather conditions, engine reliability, difficulties of navigation, etc., forbid will be decided upon after the arrival of the ship at its Newfoundland base. The cruiser Chicago is already at St. John's as a supply ship.

The Navy Department in attempting the flight at this time is probably inspired to do so for several reasons, the principal one being that destroyers and great-noughts are now strung out along the route to the Azores and Spain, making it possible to rescue the crew in the event of trouble. Another reason is, although no attaché of the Department will admit it, that Brig.-Gen. L. E. O. Charlton, British air attaché at Washington, recently announced that the British dirigible R-34 is soon to start across the ocean. The Navy Department of course is very eager to make certain that the story of the first transatlantic crossing, either by airplane or by airship, is won by this country.

There is, of course, a possibility that the Navy will hold the C-5 in the tug of the wind. Then the Admiral might have a little bit of a problem in which case the navy would desire to "save its face" by sending a dirigible across successfully.

The C-5 is a very small craft indeed as dirigibles go for so great an undertaking. She is 132 feet long, 50 feet in diameter and contains 170,000 cubic feet of gas. A crew of six is carried including navigator officer, who is also commander. A pilot, who watches the gauges and regulates the altitude of the craft; a coxswain, who steers the ship; a radio operator and two engineers. Her power plant consists of two motors, each of 160 horse-power. Each motor consumes nine and a half gallons of gasoline an hour. The gross load, which includes the weight of the airship, is 11,900 pounds, and the useful load 5,000 pounds. The ship can carry 600 gallons of gasoline. Its cruising radius is said to be 1,500 nautical miles. The radio apparatus has a radius of 250 miles and the radio telephone from ten to twelve miles.

The airship is commanded by Lieutenant-Commander E. W. Coll, and the present crew is made up of Lieut. J. V. Lawrence, Lieut. (J. G.) M. M. Bartley, Ensign D. P. Campbell and Chief Machinist's Mates T. L. Moorman and S. K. Blackburn.

Although of the non-rigid type of airship, that is without the aluminum framework which distinguishes the Zeppelin, the type of dirigible has shown its ability to fly long distances and remain in the air for long periods of time before this. The C-3, a sister ship, has remained in the air thirty-three hours and six minutes. The C-1 flew 1,385 miles, making three landings, on a trip from Rockaway to Key West, Fla., covering the distance in twenty-nine and one-half hours. The C-5 is an improvement on these sister ships, the naval officers say, and therefore should do better than either of these performances.

SPARE MOTOR READY
FOR C-5 AT ST. JOHN'S

Dirigible to Be Moored Near British Fliers' Airframe.

ST. JOHN'S, N. F., May 12.—The landing place of the navy dirigible C-5, a stretch of the cricket field in Quidi Vidi Valley, within a few hundred feet of the airframe of the Martinsyde plane in which Raynham and Morgan plan to fly across the ocean, was selected here to-day by a party from the cruiser Chicago under Lieut. Charles G. Little.

Preparations are being made to receive the dirigible and to moor her in the open after her arrival here. No hangar big enough for the airship, which has a diameter fifty feet, could be built for her in time. She will be moored to two anchors about two hundred and fifty feet apart.

A supply of hydrogen sufficient to refill the big bag of the dirigible has been stored in cylinders near the moorings of the C-5. Five hundred gallons of gasoline were stored in a deserted inn near the cricket field, but to-day the destroyer McKean arrived from Trepassy and took 100 gallons of this, which probably will not be needed, back to the base of the flying machine. The new sea of the old inn a spare motor has been set up, which is ready for immediate installation in the C-5 when she arrives if either of her engines needs replacing.

The motor with which the dirigible is now equipped is of an economical type, it is said, so that while her speed is not so great, the distance she can travel is increased. Engineers have calculated the theoretical point at which the greatest speed with the least consumption of gasoline per mile can be obtained, and all preparations are being made in which the dirigible will be made with this point in view.

Rear Admiral Spencer S. Wood inspected the work of preparation at Quidi Vidi to-day. He watched sailors from the Chicago at work burying the "dead men" which will hold the C-5 in the tug of the wind. Then the Admiral might have a little bit of a problem in which case the navy would desire to "save its face" by sending a dirigible across successfully.

460 MILES FLOWN BY NC-3 IN 410 MINUTES

Towers Sends Official Report of Trip to Trepassy.

WASHINGTON, May 12.—In the curt language befitting the commander of a squadron of duly commissioned vessels of the United States Navy—for this is the status of the big naval seaplanes— Commander John H. Towers reported to- day to the Navy Department at Wash- ington. His report reveals that the prin- cipal difficulty which has beset the NC-3 and the NC-1 is the cracking of the tips of propellers. This may be due to the speed at which they are revolving or to the damping of spray into their orbits when the ships make a landing or plane along the surface of the water. Even drops of water sometimes jar and splin- ter the hardest wood when it strikes the blade, the tips of which may be revolv- ing at 400 miles an hour.

Commander Towers' report, as given
out to-day, follows:

On the Rockaway to NC-3 accompanied
by NC-4 and NC-1 at 10 A. M., May 8,
proceeding in formation along south
coast of Long Island; thence over Vine-
yard Sound to Chatham; thence to Seal
Island, received radio from NC-4 at
2 P. M., that they were running on three
engines and might be compelled to land.
NC-4 dropped stern and shortly later
was lost sight of. It was believed that
she had been wrecked near the Mc-
Dermut which was barely visible off
our port quarter.

"From Seal Island proceeded in com-
pany with NC-1 to Nova Scotia and to
the coast of Halifax. NC-2 landing at
7 P. M., and NC-1 at 7:10 P. M. Started
refueling from the Baltimore immediately
and completed at 2 A. M., May 9.
Made arrangements to leave for Tre-
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cracked tip on propeller of NC-3 and
three propellers of NC-1 in similar
condition. Obtained four hubs from
Canadian Air Station and replaced dam-
aged propellers with spares from Bal-
timore. On attempting start on the morn-
ing of May 10 the starter propeller engine
of NC-3 broke. Signalled NC-1 to pro-
ceed to Trepassy. Replaced starter and
left Halifax at 8:15 A. M.

"Landed thirty-eight miles northeast
of Halifax and examination showed
starboard tractor propeller had cracked
tip. Return to Halifax arriving at 10
A. M. Removed propeller from center
tractor engine and put it on starboard
tractor. Left Halifax at 11:40 A. M.
and proceeded to Trepassy, landing at
6:30 P. M. The total time from Halifax
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NAVY DIRIGIBLE C-5 READY.

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the navy dirigible C-5, which arrived
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Continued from First Page.

EIGHT IN NEW CASUALTY LIST.

WASHINGTON, May 12.—To-day's casu-
alty list contained the names of eight
soldiers killed in action. They were:

GREEN, John Aloysius, New Brunswick,
N. J., Private.

HIBLE, Haskell M., Covington, Ky.
MICKELHAUPT, John H., Waterloo, Ill.
BROWN, Jon, Mount Pleasant, Tenn.
DOVER, Peter, Kansas City, Mo.
SWANKE, George J., Dodson, Mont.
ROBERTS, John, St. Louis, Mo.
WOOLSEY, Aubrey, Linn Creek, Mo.

Army Police Get on the Job.

When he failed to come back the syn-
dicate began to write letters to the War
Department, which had never made any
arrangements for selling surplus auto-
mobiles and accessories and which had
given Spelcher no authority whatever.
The army police immediately got on
Spelcher's trail and chased him all over
the country for forty days, during which
time they learned that he had bought a
\$3,000 automobile and had effected a
reconciliation with his wife, dashing her
with his rapid "promotion" in the army,
although he did not tell her that he had
done all the promoting himself.

Early in April the detectives struck
Spelcher's trail in New York and after
a thirty-six hour chase they arrested
him in Danbury, Conn. He was taken
to Governors Island, charged with being
a deserter and with having impersonated
a commissioned officer with intent to de-
fraud. He was also reduced from what
little rank he did have and instead of
being Sergeant Spelcher on the army
rolls he was just a plain buck private
once more.

But last Friday, during a heavy rain-
storm and while Spelcher was going on
at the island, Spelcher, clad in the uni-
form of a Captain which had been smug-
gled into him, walked calmly out of his
room in the Casual Company guard
house, presented an officer's pass at the
ferry landing and came to New York.
The police and the army have not seen
him since.

Besides the army charges, on which
he will be court-martialed if he is ever
caught, Spelcher has indictments pending
against him in Newark and Jersey City
charging him with taking money for au-
tomobiles for which he was an agent and
failing to deliver the cars. In Newark
an additional charge of skipping his bail
is against him. The police say also that
he was arrested for forgery in Detroit
in 1912.

The army authorities expect that the
next time they hear of Spelcher he will
be a full Colonel at the very least.

2,500 Strike in Newark.

A thousand members of the Newark
Laborers Union went on strike in all
parts of the city yesterday to enforce
a demand for a 25 per cent. wage in-
crease. Simultaneously 1,500 bricklayers,
carpenters and steam fitters employed
on jobs with the laborers quit in sym-
pathy. The laborers get 50 cents an hour
and seek 62½ cents. Edward M. Wal-
dron, head of the Newark General Con-
tractors Association, said last night the
organization "flatly refused" to grant
the demands, but that no effort would be
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Early in April the detectives struck
Spelcher's trail in New York and after
a thirty-six hour chase they arrested
him in Danbury, Conn. He was taken
to Governors Island, charged with being
a deserter and with having impersonated
a commissioned officer with intent to de-
fraud. He was also reduced from what
little rank he did have and instead of
being Sergeant Spelcher on the army
rolls he was just a plain buck private
once more.

But last Friday, during a heavy rain-
storm and while Spelcher was going on
at the island, Spelcher, clad in the uni-
form of a Captain which had been smug-
gled into him, walked calmly out of his
room in the Casual Company guard
house, presented an officer's pass at the
ferry landing and came to New York.
The police and the army have not seen
him since.

Besides the army charges, on which
he will be court-martialed if he is ever
caught, Spelcher has indictments pending
against him in Newark and Jersey City
charging him with taking money for au-
tomobiles for which he was an agent and
failing to deliver the cars. In Newark
an additional charge of skipping his bail
is against him. The police say also that
he was arrested for forgery in Detroit
in 1912.

The army authorities expect that the
next time they hear